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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (31 Oct 68) FOR OT RD 685249

6 November 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 1st Aviation  
Brigade, Period Ending 31 July 1968 (U)

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT RD, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure that the Army realizes current benefits from lessons learned during recent operations.

3. To insure that the information provided through the Lessons Learned Program is readily available on a continuous basis, a cumulative Lessons Learned Index containing alphabetical listings of items appearing in the reports is compiled and distributed periodically. Recipients of the attached report are encouraged to recommend items from it for inclusion in the Index by completing and returning the self-addressed form provided at the end of this report.

BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

1 Incl  
as

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3

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DEPARTMENT OF THE ARMY  
HEADQUARTERS 1ST AVIATION BRIGADE  
APO San Francisco 96384

AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-65 (Rt) (U)

TO: SEE DISTRIBUTION

1. (C) Section 1, Operations: Significant Activities.

a. Command.

(1) (U) The mission of the 1st Aviation Brigade remained unchanged, that of providing effective responsive Army Aviation support to US, RVN, and FVMAF ground elements.

(2) (U) Changes in Staff Personnel:

(a) Deputy Brigade Commander

COL Jack W. Heningway, Inf 035854	1 May - 26 May 68
COL Eugene B. Conrad, Inf 034204	27 May - 31 Jul 68

(b) Deputy Brigade Commander/Administration

COL Eugene B. Conrad, Inf 034204	1 May - 26 May 68
COL Herb D. Prather, Inf 036258	27 May - 31 Jul 68

(c) Chief of Staff

LTC Eugene F. Crooks, Inf 065971	1 May - 7 May 68
COL Herb D. Prather, Inf 036258	8 May - 26 May 68
LTC Eugene F. Crooks, Inf 065971	27 May - 13 Jul 68
LTC Donald E. Mulligan, Arty 079000	14 Jul - 31 Jul 68

(d) S-1

LTC Donald E. Mulligan, Arty 079000	1 May - 13 Jul 68
LTC Edgar F. Todd, Arty 0F105845	14 Jul - 31 Jul 68

FOR OT RD  
683249

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4

AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

(e) S-2

LTC George D. Barnitt Jr, Inf 071130	1 May - 14 Jul 68
LTC John D. Moorer Jr, Inf 067193	15 Jul - 31 Jul 68

(f) S-3

LTC Eugene F. Crooks, Inf 065971	1 May - 13 Jul 68
LTC Robert B. Zion, Inf 0F117479	14 Jul - 31 Jul 68

(g) S-4

LTC Paul F. Anderson, TC 075136	1 May - 7 May 68
LTC Lavern R. Riesterer, TC 068397	8 May - 7 Jul 68
LTC George F. Powers Jr, Inf 0F100332	8 Jul - 31 Jul 68

(3) (U) At the end of the reporting period the organization and location of major units were as shown in the organization chart at Incl 1 and the station list at Incl 2.

(4) (U) During the reporting period, Commander's notes 22, 23, 24, were published. See Incl 3, 4, and 5.

b. S-1.

(1) (C) The strength of the 1st Avn Bde as of 31 July 1968 was 25,181 distributed as follows:

	<u>OFF/WO</u>	<u>EM</u>
HHC, 1st Avn Bde	61	204
12th Avn Gp	1644	6828
16th Avn Gp	456	2863
17th Avn Gp	1468	6577
164th Avn Gp	593	3065
58th Avn Bn (FFM)	84	1228
TOTAL	4306	20,875

(2) (U) The number of recommendations for awards (ACM and higher) received during the period 1 May - 31 July 1968 are as follows: (After 10 June more accurate data was kept).

(a) 1 May - 10 June 1968

<u>Award</u>	<u>Received</u>	<u>Processed</u>
IM & DSC	25	16
SS	52	44
SM	21	10

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5

AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS 08708-65 (R1) (U)

<u>Award</u>	<u>Received</u>	<u>Processed</u>
DFC	213	168
AM	8469	8469
BSM	254	290
PH	1	1
ACM	452	142
BSM "V"	73	51
AM "V"	149	100
ACM "V"	140	116
TOTAL	9823	9307

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(b) 11 Jun - 31 Jul 68

<u>Award</u>	<u>Received</u>	<u>Processed</u>	<u>Approved</u>
MH	1	0	0
LM & DSC	43	49	20
SS	42	49	20
SM	80	94	66
DFC	398	436	316
AM	15,037	15,037	11,028
BSM	466	479	439
PH	2	2	2
ACM	510	608	543
BSM "V"	59	79	91
AM "V"	438	456	571
ACM "V"	228	258	257
TOTAL	17,130	17,601	17,351

(3) Utilization of R&R quotas during the reporting period was as follows:  
Allocated 5,495; used 5,726; % utilization 104.20

(4) (U) A total of 1,271 EM were further assigned to the 12th, 16th, 17th and 164th Avn Groups through the replacement stream.

(5) (U) During the reporting period 92 Special Orders, 207 Letter Orders and 2,657 General Orders were issued.

c. S-2

(1) (FOUO) During the period 1 May 1968 through 31 July 1968 the S-2 Section concentrated on Escape and Evasion Training, Personnel Security Investigations, Personnel Security Orientations and Investigations of Security Violations.

(2) (FOUO) During the reporting period one hundred seventy-one (171) student were sent to Jungle Survival School or Sea Survival School.

(a) Jungle Environmental Survival Training: 76

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AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-65 (R) (U)

6

(b) Jungle Survival School: 72

(c) Sea Survival School: 23

(3) (FOUO) The following Personnel Security Investigative actions were processed through the 1st Aviation Brigade's Personnel Security Investigative Branch during the reporting period:

(a) Requests for Background Investigations: 23

(b) Requests for Verification of Background Investigations: 125

(c) Requests for National Agency Checks: 95

(d) Requests for Verification of National Agency Checks: 99

(e) Requests for Verification of Entrance National Checks: 11  
TOTAL 353

Of the 353 PSI actions processed, 197 (59%) of these actions have been completed favorably.

d. S-3

(1) (C) Organization.

(a) The following units arrived in Vietnam and were assigned to the 1st Aviation Brigade as indicated:

<u>DATE</u>	<u>UNIT</u>	<u>NSARV GO#</u>	<u>DATE OF ORDER</u>
20 May 68	272nd Avn Co	2196	11 May 68
	362nd Trans Det		
	197th Med Det		
	198th Med Det		
22 May 68	193rd Med Det	2198	12 May 68
23 May 68	132nd Avn Co (ASST)	2298	15 May 68
	16th Trans Det	2491	27 May 68
27 Jun 68	576th Trans Det	3611	27 Jul 68
30 Jun 68	574th Trans Det	2931	20 Jun 68
	811th Sig Det		
	575th Trans Det		
	812th Sig Det		
1 Jul 68	568th Trans Det	2932	20 Jun 68
	288th Sig Det		
	569th Trans Det		
	414th Sig Det		

CONFIDENTIAL

7

CONFIDENTIAL

AVIRA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

<u>DATE</u>	<u>UNIT</u>	<u>USARV COM</u>	<u>DATE OF ORDER</u>
10 Jul 68	3rd Plt, 335th Hvy Hel Co	3123	29 Jun 68
25 Jul 68	C Trp, 7/17 Air Cav Sqd	3602	26 Jul 68
26 Jul 68	318th Avn Det	3602	26 Jul 68
	320th Avn Det		
	321st Avn Det		
	327th Avn Det		
26 Jul 68	326th Avn Det	3603	26 Jul 68
27 Jul 68	813th Sig Det	3611	27 Jul 68
	816th Sig Det		
28 Jul 68	312th Avn Det	3602	26 Jul 68
	315th Avn Det		
	316th Avn Det		
28 Jul 68	313th Avn Det	3603	26 Jul 68
	314th Avn Det		
28 Jul 68	819th Sig Det	3611	27 Jul 68
	3d Sig Det		
	370th Trans Det		

(b) The following units assigned to the 1st Aviation Brigade were reassigned to the 101st Air Cavalry Division on 1 July 1968, per authority of USARV General Order Number 2311 dated 11 Jun 1968:

HHC 308th Avn Bn  
17th Avn Co  
722d Sig Det  
188th Avn Co  
4th Sig Det  
603d Trans Det  
200th Avn Co  
611th Trans Det  
272nd Avn Co  
363rd Trans Det  
613th Trans Det

(2) (C) Plans

(a) A proposed change to MTOE 1-252F, PAC 2/67, dated 31 December 1966 was submitted to HQ, USARV on 11 June 1968. The proposed change is to:

1. Up grade the position of the Brigade Commander to Major General.
2. Change the position of Deputy Brigade Commander to Deputy Brigade Commander/Operations and up grade the position to Brigadier General.
3. Change the position of the Executive Officer to Deputy Brigade Commander/Administration with the rank of Colonel.

CONFIDENTIAL



CONFIDENTIAL

8

AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFUR-65, (R1) (U)

4. Establish the position of Chief of Staff with the rank of Colonel.

(b) An augmentation TDA for the 1st Aviation Brigade was forwarded to HQ, USARV on 18 July 1968. The TDA was prepared for the Brigade Security Forces based on recommendation of a USARPAC Manpower Survey completed in December 1967. The TDA is organized into separate security detachments for further attachment to each combat aviation group. A total of 372 personnel are authorized for the security within the 1st Aviation Brigade.

(3) (C) Training

(a) VNAF Pilot Training class number 7 was graduated on 22 June 1968. A total of 13 students underwent transition training in the UH-1D. Three members of the class were staff officers and returned to their units after 15 hours of training. Staff officers receive only the basic qualification training and do not participate in combat operations. Two additional students of the class were transferred to Bear Cat for additional training to qualify them as potential instructor pilots. Both students returned to their units in July, highly recommended as instructor pilots. A new VNAF transition course was started on 10 July 1968 to transition 14 VNAF pilots into the UH-1D. Three of the members were staff officers who completed 15 hours of training on 29 July and were awarded their training certificates by the Commanding General, 1st Aviation Brigade. The remaining eleven students are continuing into combat operations training.

(b) A training program was established during July 1968 to transition Republic of Korea (ROK) aviators into the UH-1D. Four ROK aviators began training with the 17th Combat Aviation Group on 8 July 68. These students receive a minimum of 25 hours transition training at the 17th Cbt Avn Gp Headquarters and will then be transferred to the 10th Cbt Avn Bn and the 268th Cbt Avn Bn for combat operational training. Each class will be approximately 90 days in duration. Class number 2 will start 5 August 1968 with four students attending.

(c) AAMTAP and Cobra NETT Training has continued throughout the reporting period. Total quotas received and filled are as follows:

1. AAMTAP:

<u>COURSE</u>	<u>NR OF QUOTAS</u>	<u>FILLS</u>
OH-6A Pilot Transition	21	20
UH-1B/C Airframe	51	42
UH-1D Airframe	33	34
OH-47 Airframe	39	36
OH-6A Airframe	52	51
T-53 Engine	44	44
T-53-L13 Engine	40	40
T-63 Engine	33	33
Supply	36	31
TOTAL	349	331

CONFIDENTIAL

9

CONFIDENTIAL

AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 21 July 1968, RCS CSFOR-65, (R1) (U)

2. Cobra NETT:

<u>COURSE</u>	<u>NR OF QUOTAS</u>	<u>FILLS</u>
Pilot Transition/Gunnery	26	26
Armament Maintenance (MOS 45J)	44	36
Airframe Maintenance (MOS 67Y30)	21	21
Engine Maintenance (MOS 68B)	13	13
AH-1G Familiarization (Off/EM)	15	12
Stability Augmentation System/		
Avionics (MOS 35K)	22	22
MOS 67Y30 OJT	19	16
TOTAL	160	146

(d) The following R & D projects have been tested by units of the Brigade and monitored by the Brigade S-3 Section:

1. UH-1 Crew Chief safety harness and inertia reel. This item was not favorably considered.
2. Modified trooper ladder kits for the CH-47 helicopter were tested and found suited for service use.
3. The XM182/XM19 parachute flare and dispenser was operationally tested with favorable results.
4. Proximity fuses for 40mm grenades have been tested in IV CTZ. Nine hundred rounds were fired during the test with favorable results when used against targets in open terrain.
5. A new CH-54A Universal Pod was introduced into the Brigade in late July. This pod has been FAA certified and has capacity for carrying 45 combat troops. The first pod to arrive in country was transported by the 273d HHC from Tan Son Nhut to Vung Tau on 26 July. SP6 Sayers (NETT) accompanied the pod and conducted three one and one half day classes on installation and maintenance of the Universal Pod at Vung Tau. A total of 40 personnel from the 1st Aviation Brigade attended the classes. Upon completion of NETT training on 8 August, the pod will be assigned as organic equipment to the 273d Heavy Helicopter Company. A total of six pods are scheduled for delivery to RVN with two being assigned to each the 273d and the 255th HHC. The remaining two will be assigned to the 1st Air Cavalry Division.

e. S-4

(1) (C) Movements Control. This quarter marked the first time that the S-4 Section has become actively involved with the functions of movements control

CONFIDENTIAL

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AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period Ending 31 July 1968, RGS CSFOR-65 (M) (U)

and detailed coordination of unit moves. During this period the 7/1st Air Cavalry Squadron, minus B Troop, the 361st Assault Helicopter Company (Escort) and the 272nd Assault Support Helicopter Company conducted unit moves.

(2) (U) CMMI Team. The 1st Aviation Brigade's Command Maintenance Management Inspection Team conducted a total of 11 CMMI's during the quarter. Of the 11 inspections 4 units were rated satisfactory and 7 units rated unsatisfactory.

(3) (U) Issue of Forklifts. The 1st Aviation Brigade is scheduled to receive 65 Clark Ranger Forklifts, 4000 lb capacity, procured under the ENSURE Project 93. At present 49 forklifts have been received and distribution made to unit level. The 1st Logistical Command has shipping instructions for the remaining forklifts.

(4) (U) Nomex Flight Suits. The issue of Nomex Fire Retardant Flight Uniforms and gloves is being made in accordance with priorities established by HQ, USARV. The issues are strictly controlled and require unit pick up to minimize losses.

(5) (U) POL Storage Tanks. The 164th Combat Aviation Group has received five 500 barrel and twenty-five 250 barrel Bolted Steel POL Storage tanks. These tanks are being assembled by troop labor with technical assistance being provided by the 1st Logistical Command.

(6) (U) Ammunition Supply, Storage, Accounting and Expenditures. Ammunition supply, storage, accounting and expenditures has been a matter of command interest throughout this quarter. Specific instructions have been furnished to each combat aviation group emphasizing strict adherence to published procedures.

(7) (U) Conex Retrograde. Interim instructions have been issued in the implementation of Conex Retrograde pending publication of a 1st Aviation Brigade Regulation. These instructions require a single inventory by serial number of all Conex as being:

1. Approved for retention.
2. Required for essential storage.
3. Identified for immediate turn-in.

Reports indicate that the 1st Aviation Brigade will turn in 1138 Conex containers.

(8) (U) Minimum Essential Requirements. The Minimum Essential Requirements (MER) of the 7/1st Air Cavalry Squadron at Vinh Long were unsatisfactory. The inadequacy necessitated making changes in the spacing of revetments and

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AVRAC

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period Ending 31 July 1968, RCS CSFOR-35 (R4) (U)

providing an adequate hover lane. The MER for the 7/1st Air Cavalry Squadron failed to provide a maintenance hard stand during the initial planning phases. The required maintenance hard stand was added to the MER.

f. Information Office.

(1) (U) Organization Day Publicity. Due to the participation of General Abrams and General Vien (Chief of the Joint Vietnamese General Staff) in the 25 May 1968 Organization Day Ceremonies, National news media covered the event with television network and wire services representation. Releases appeared in the Army Times Pacific Edition, Stars and Stripes Pacific Edition (full page coverage), MACV Observer, USARV Reporter (full center pages coverage), 1st Aviation Brigade 'Hawk' Magazine, U.S. Division Newspapers and Army Aviation CONUS Newspapers (Fort Rucker, Fort Walters). The speeches of General Abrams and Williams were broadcast on the Armed Forces Vietnam Network Radio in Saigon and on the Army Hour Program within CONUS.

(2) (U) Press Team. A press team consisting of the Information Specialist and an EM assistant was formed for the purpose of conducting staff assistance visits to each group and battalion-sized unit on a scheduled basis. The efforts of the team have met with great success. The efforts of the team have met with great success. The purposes of the visits is to assist each IO in the pursuit of a vigorous IO program. As a result of the visits, the number of stories for general release, releases to the Army Aviation Daily Summary, and Hometown News Releases have increased substantially.

(3) (U) Camera Equipment. Supply action was initiated during the previous quarter and follow-up action was taken during the present quarter in an effort to obtain three cameras. The cameras (Leika Model) were expected but did not arrive during the reporting period.

g. Signal.

(1) (U) TACAN Navigation System: A total of 68 systems have been installed in Brigade aircraft. Maintenance is limited to the replacement of defective modules and returning the defective ones to CONUS. Unfortunately the repair and return time to user is about 43 days and the MTBF (mean time before failure) is averaging 40 hours rather than the designed 200 hours, consequently float levels have been depleted. To help alleviate this problem USARV is requesting 117 more units.

(2) (C) KY-28: A USARV distribution for 922 units of which 309 are programmed for 1st Aviation Brigade, was scheduled in RVN between Sept 67 and May 68. As of 30 July only 529 devices, of which 205 were for Brigade, has arrived. This shortage necessitated a redistribution of KY-28 not only within Battalion but between Groups, to allow all direct support (UH-1) Companies to have a minimal secure voice capability.

CONFIDENTIAL

CONFIDENTIAL

12

AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-63 (R1) (U)

h. Surgeon.

(1) (U) During this reporting period aeromedical coverage reached an optimum level. This peak was attained by the assignment of additional flight surgeons and three medical detachments in the latter part of May; these detachments were sent to Blackhorse, LZ English and Phan Thiet. At the end of the quarter there were 31 medical detachments (OA) assigned to the 1st Aviation Brigade with 51 assigned flight surgeons (or AMO's).

(2) (U) At the end of June the 308th Aviation Battalion which had been attached to the 164th Combat Aviation Group was reassigned along with its medical section to the 101st Air Cavalry Division. However the 154th Medical Detachment (OA) remained assigned to the 1st Aviation Brigade while continuing to support the 308th Aviation Battalion. It is anticipated that this detachment will continue in this status until the 101st Air Cavalry Division is completely reorganized.

(3) (U) Progress continued on the plan to test, within two battalions of the 1st Aviation Brigade, the proposed reorganization of aeromedical support. In July lists of required personnel and equipment were presented to the appropriate sections for filling. It is expected that the test could begin by October, with a period of six months established as the test period.

(4) (U) Emphasis upon the preventive medicine activities of flight surgeons supporting aviation units has been increased. Several instances of moderately large enteric disease outbreaks, along with an increase in incidence of communicable-type diseases, have prompted this emphasis and provided additional command interest.

(5) (U) Plans were formulated to lessen the effect of the loss of 28 flight surgeons (USARV-wide) in October. Although adequate replacements are projected, it is not anticipated that they will arrive before the loss occurs. In most of the units the October losses will not be critical: however, within the 12th Combat Aviation Group, many of the presently assigned surgeons will DEROS. The reason for this situation is that most of the input into the aviation medicine program occurs during the summer months.

(6) (U) During this period USARV Regulation 40-43, Medical Qualification Requirements for Aviation Personnel, dtd 15 July 1968, was revised to enable the examining surgeon to approve flight class III Medical exams, eliminating the need of having them approved by the USARV Surgeon. This change is designed to expedite the issue of flight orders by eliminating long delays and loss of documents through the administrative system.

i. Safety.

(1) (U) During the quarter the aircraft accident rate continued its downward trend, dropping from 25.2 to 23.8 accidents per 100,000 flying hours.

CONFIDENTIAL

13

CONFIDENTIAL

AVR-6

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS USFOR 65 (R) (U)

During the month of May the monthly record for the lowest aircraft accident rate was equalled with 20.8 accidents. The month of May also produced a record for total flying hours of 163,669 hours, a monthly total unsurpassed since the Brigade was formed in May 1966.

(2) (U) The 1st Aviation Brigade Regulation 385-10, Aviation Safety, was published and distributed during the month of July. This regulation provides guidance for the implementation of an effective aircraft accident prevention program.

(3) (U) Following the end of the fiscal year, a new 1st Aviation Brigade Expectancy Ceiling was established. The goal for FY 68, 24.0 accidents per 100,000 flying hours was not attained. However, a substantial reduction was effected in the accident experience of the Brigade during the last half of the Fiscal Year. The accident rate at the end of FY 68 stood at 26.9 accidents per 100,000 flying hours. The goal for the first half of FY 69 has been established at 21.5, a 20% reduction in the rate for the end of FY 68.

(4) (U) During the quarter the Standardization Section visited each combat aviation group within the 1st Aviation Brigade. Visits in most cases were made down to company level. Standardization records were reviewed and tactical proficiency check flights were performed on assigned standardization instructor pilots within the various units. Maintenance of standardization records and accomplishment of tactical proficiency check flights have shown a definite improvement within this period.

(5) (U) In June the 1st Aviation Brigade experienced its most disastrous accident. This accident resulted in the loss of three UH-1 aircraft and twenty-nine lives. The accident involved a mid-air collision of a command and control helicopter with a flight of lift UH-1 helicopters during a period of marginal weather. This accident serves to emphasize the requirement that all crewmembers remain constantly alert for other traffic and that operations must not be conducted during those periods which deny the crewmembers the ability to see and be seen.

#### 1. Chaplain.

(1) (U) The new 1st Aviation Brigade Chapel, the Xavier Street Chapel, was dedicated on Sunday 21 July 1968.

(2) (U) The Chaplain's Quarterly Report for the quarter ending 31 July 1968 indicates the following:

##### (a) Religious Services:

1. Number Conducted: 803
2. Number Attending: 29,789

CONFIDENTIAL

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AVRA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-65, (R1) (U)

14

(b) Religious Education:

1. Number Occasions: 371

2. Number Attending: 2,540

(c) Number of Pastorial Visits: 9,562

(d) Character Guidance:

1. Number Occasions: 78

2. Number Attending: 14,083

Attendance increased over the previous quarter.

k. Headquarters Commandant.

(1) (U) There were no changes or additions to the mission of Headquarters Company.

(2) (U) There were no organizational changes in the Headquarters Company.

(3) (U) On 17 May 1968, Herman O. Wolz Jr, MAJ, Sig 04059930, replaced Edgar J. Findeisen, CPT, Inf 0F114078. On 26 May 1968, 1SG Richard Green, RA13212222, replaced 1SG Dale A. Kahlstorf, RA17265201.

(4) (C) Overstrength of HHC. The 1st Aviation Brigade has been operating at over-strength since activation in March 1966. This has been necessary in order to perform our assigned functions. The original MTOE was inadequate to accommodate for expanded strength and scope of the Brigade. In January 1968 a MTOE was submitted proposing a change to Brigade structure to 236 personnel. A new MTOE proposal is being prepared to authorize the 1st Aviation Brigade 198 personnel.

(5) (C) Unit strength as of 31 July 1968:

(a) Military:

Officer		WO		EM		TOTAL	
Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H
28	51	4	8	86	205	118	264

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AVRA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSBOR-65, (Rt) (U)

(b) Civilian:

<u>DAC</u>		<u>VN</u>		<u>3d Country Natl</u>		<u>Contractor</u>	
<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>
1	1	27	27	0	0	0	0

(6) (C) Aircraft Status as of 31 July 1968:

<u>UH-1D</u>		<u>C-1</u>		<u>OH-6</u>		<u>U-6A</u>		<u>U-21</u>	
<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>
9	4	2	0	5	2	0	2	0	2

(7) (C) Operational Results as of 31 July 1968:

<u>Sorties</u>	<u>Troops</u>	<u>Cargo</u>	<u>Enemy</u>	<u>Structures</u>		<u>Sampans</u>		<u>Acft</u>	<u>Acft</u>
<u>Flown</u>	<u>Lifted</u>	<u>Lifted (Ton)</u>	<u>KIA</u>	<u>Dam</u>	<u>Dest</u>	<u>Dam</u>	<u>Dest</u>	<u>Loss</u>	<u>Dam</u>
4,839	10	0	0	0	0	0	0	0	3

CONFIDENTIAL



AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

16

2. (C) Section 2, Lessons Learned: Commander's Observation, Evaluations and Recommendations.

a. Personnel. Flight Status Order.

(1) (U) OBSERVATION. Problems have occurred in the timely publishing of flight status orders for crewmember and non-crewmember personnel of this command.

(2) (U) EVALUATION. The 1st Aviation Brigade Headquarters is presently maintaining records and issuing flight status orders on more than 6000 non-aviator personnel on flight status. Unnecessary delays in issuing orders have been experienced due to the administrative processing time involved from the time the request is initiated at company or detachment level and forwarded through channels to this headquarters. Additional delays are caused when requests for orders are returned through channels for necessary correction, deletion, and termination action that must be accomplished prior to final issuing of the requested orders. These delays would be minimized if authority to publish flight status orders were delegated to the lowest level of command having the capability to control flight status orders. In addition, the authority to issue orders at this lowest level would provide the most responsive reaction to flight status requests. In the 1st Aviation Brigade the lowest level of command capable of administrating, maintaining and controlling flight status orders is the battalion. Each battalion has a unit personnel office with an assigned personnel officer or warrant officer. Paragraph 9a(1), AR 600-106 delegates the authority to issue flight status orders for personnel who meet the requirements of para 10 & 11 to commands which are authorized a commander of general officer grade. The authority to issue orders at the general officer level was feasible and practical when non-aviator personnel on flight status numbered in the hundreds. However, with the rapid increase in aviation units and a corresponding increase in non-aviator flying status personnel it appears reasonable that authority to issue orders should be delegated to a lower level of command capable of controlling an accurate and valid non-aviator flight status program.

(3) (U) RECOMMENDATION. That AR 600-106 be changed, delegating the authority to issue flight status orders for personnel who meet the requirements of para 10 & 11, AR 600-106 to commands having a unit personnel officer authorized by TOE, MTOE, TDA and MTDA.

b. Operations. Destruction of Downed Aircraft.

(1) (U) OBSERVATION. Aircraft which had been downed in inaccessible areas or were not immediately recoverable have been deliberately destroyed on the ground by artillery fire or other methods.

(2) (U) EVALUATION. The validity of decisions to destroy downed aircraft has been suspect in several recent cases. In order to preclude future occurrences, 1st Aviation Brigade policy on destruction of downed aircraft is established as follows:

Destruction of downed aircraft will be avoided when a reasonable possibility of later recovery exists. Every reasonable effort will be made to effect recovery. Unnecessary risks will not be taken in the recovery attempt. Aircraft re-

17

CONFIDENTIAL

AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period Ending  
31 July 1968, RCS CSFOR-65 (R1) (U)

covery will not normally be attempted during the hours of darkness. Aircraft may be destroyed only if it is determined that capture of the SOI's, weapons, ordnance or radios is imminent and that capture of these items will seriously affect the friendly situation or materially assist the enemy. Authority to destroy downed aircraft will not normally be delegated below the aviation battalion commander. Authority may be delegated no lower than the aviation company commander when a company is operating independently from the battalion in remote areas and reliable communications with the battalion cannot be maintained. When a downed aircraft is not immediately recovered and is not destroyed, the recovery team will include an EOD team to determine whether the aircraft has been booby trapped and to disarm any booby traps discovered. A reasonable possibility of recovery at a later date should preclude destruction of downed aircraft. Later recovery and subsequent repair could return the aircraft to the Army inventory.

(3) (U) RECOMMENDATION. That the above policy be adopted by all units with aircraft assigned.

c. Training. AH-1G Armament Classes.

(1) (U) OBSERVATION. During the period 21 April 68 to 27 July 68, one-third of all students from the 1st Aviation Brigade Units who attended the AH-1G armament course conducted by the Cobra NETT failed the course.

(2) (U) EVALUATION. 12 out of 36 1st Aviation Brigade students who attended failed the course. In each case of failure, the student did not possess the 45J MOS. All students who did possess the 45J MOS prior to attending the course were able to satisfactorily complete the course. Since there is a shortage of personnel who possess 45J MOS, units have been sending unqualified personnel to the course in an attempt to increase unit armament maintenance capability by a combination of attendance at this course followed by an OJT program at unit level. The failure rate experience indicates that this is not an acceptable solution to the problem. 1st Aviation Brigade units have been advised that if they are unable to fill quotas with personnel who possess a 45J MOS, that they are to return the quotas for redistribution to other units.

(3) (U) RECOMMENDATION.

(a) That an AH-1G armament maintenance course designed for personnel other than those with a 45J MOS be offered periodically to sufficiently familiarize non-qualified students to enable them to return to their units with sufficient knowledge to enter a unit OJT program.

(b) That the current course be continued for personnel who possess a 45J MOS.

d. Intelligence. NONE

e. Logistics.

(1) (C) Unit Movements.

CONFIDENTIAL

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AVBA-C

15 August 1968

18

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

(a) Timely Notifications.

1. OBSERVATION. There have been instances in which units have been required to move on short notice. Insufficient time was provided to accomplish required logistical planning.

2. EVALUATION. USARV Regulation 55-4, "Movement Systems in RVN," dated 22 July 1966, requires unit movements requests be submitted 14 days in advance of M Day. This requirement cannot be met in all cases due to short time interval between notification and M Day.

3. RECOMMENDATION. That higher headquarters be made aware of the 14-day requirement and publish warning orders accordingly.

(b) Unit Departure and Closure Dates.

1. OBSERVATION. Previous unit moves have been restrictive in specifying departure and closure dates.

2. EVALUATION. Past experience has shown that transportation priorities should enable moving units to meet departure and closure dates. These priorities have not been adequate.

3. RECOMMENDATION. That consideration be given to insuring that the directed modes of transportation be compatible with the established departure and closure dates.

(c) Inadequate Vehicle Support.

1. OBSERVATION. Aviation units do not have adequate organic vehicles to support unit moves.

2. EVALUATION. Units must coordinate with the local Support Command for needed vehicle support to move cargo from the unit location to the required aerial or sea port.

3. RECOMMENDATION. That the USARV Movement Order delegate to the appropriate Support Command and task of providing the additional vehicle support when required.

(2) (C) Aircraft Revetments.

(a) OBSERVATION. The aircraft revetments constructed at Vinh Long Army Airfield were inadequate. The revetments were constructed too close to the hoverlane.

(b) EVALUATION. Unqualified personnel should not be allowed to alter engineer design without competent technical guidance and approval.

(c) RECOMMENDATION. That the most qualified individual at each level

19  
**CONFIDENTIAL**

AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-65 (R1)(U)

of Command have the additional duty of Engineer Officer or be charged with the responsibility of requesting and supervising construction.

(3) (C) Minimum Essential Requirements (MER).

(a) OBSERVATION. The Maintenance Hard Stand was not considered as a part of the MET for the 7/1st Air Cavalry Squadron at Vinh Long Army Airfield.

(b) EVALUATION. A Maintenance Hard Stand Area is definitely required as part of the MER; without it, there is no land available above water for this function. Although maintenance can be performed under a maintenance shelter, dry land on which to erect shelters is a minimum essential requirement.

(c) RECOMMENDATION. That minimum Essential Requirements should include provisions for a Maintenance Hard Stand.

(4) (U) Issue of ENSURE-Processed Items.

(a) OBSERVATION. Items procured under ENSURE 93 were shipped under ENSURE Project Codes marked for the 1st Aviation Brigade.

(b) EVALUATION. This marking necessitated the establishment of a warehousing operation with the inherent functions of receipt, storage, issue, security and accountability: the 1st Aviation Brigade is not staffed to handle this type of function.

(c) RECOMMENDATION. That future shipments of ENSURE items be properly marked and shipped directly to the using unit.

f. Organization. NONE.

g. Information. NONE

h. Signal.

(1) (U) Shortage of Avionics Repair Supervisors.

(a) OBSERVATION. A critical shortage of Avionics Repair Supervisors, MOS 35P, SSG E-6, has arisen.

(b) EVALUATION. This critical shortage of supervisors in Avionics Maintenance has had an adverse effect on the efficiency and quality control of avionics maintenance. At present, the 1st Aviation Brigade is in need of nineteen (19) of these noncommissioned officers.

(c) RECOMMENDATION. That action be taken by higher headquarters to fill the vacancies for avionics repair supervisors.

(2) (U) Lack of Supply Personnel in RL Teams.

(a) OBSERVATION. Out of 46 RL teams, 15 are short their authorized C&E

AVEA-C

15 August 1968

20

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-65 (R1)(U)

Supply Specialists, MOS 76U20.

(b) EVALUATION. The shortage of C&E supply specialists requires repair personnel to perform the supply duties at the expense of performing maintenance. Other personnel with the 76-series MOS can be readily trained to perform the duties of a 76U20 supply specialist.

(c) RECOMMENDATION. That other personnel with a 76-series MOS be utilized when personnel with the MOS 76U are not available.

(3) (U) Transfer of Avionics Equipment and Personnel.

(a) OBSERVATION. Difficulties have arisen with avionics test equipment and avionics maintenance personnel.

(b) EVALUATION. Maintenance units within the 1st Logistical Command have avionics maintenance personnel assigned and sufficient avionics test equipment available. However, the 1st Logistical Command has been relieved of the mission of avionics maintenance.

(c) RECOMMENDATION. That avionics maintenance personnel and avionics test equipment be transferred to those units having an avionics maintenance mission.

i. Medical.

(1) (U) Contaminated Water.

(a) OBSERVATION. Numerous man-hours have been lost and unit effectiveness decreased as a result of contaminated water.

(b) EVALUATION. During the past months several instances have occurred in which the water supply of a unit was proved to be contaminated. Such contamination has usually resulted from poorly trained individuals being entrusted with all phases of water supply, to include the treatment and chlorination of water.

(c) RECOMMENDATION. That unit commanders at all levels maintain a constant surveillance over their source of water supply, its transport, its treatment and chlorination and its storage.

j. Safety. NONE

k. Chaplain. NONE

21

AVBA-C

15 August 1968

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period  
Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

1. Headquarters Commandant. NONE

FOR THE COMMANDER:

5 Incl

26 Incl 2 - 5 Withdrawn, HQ, DA

*Herb D. Prather*  
HERB D. PRATHER  
Colonel, Infantry  
Chief of Staff

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23

AVHGC-DST (15 Aug 68) 1st Ind (U)

MAJ Klingman/ds/LBN 4433

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for  
Period Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375 7 SEP 968

TO: ✓ Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

1. This headquarters has reviewed the Operational Report-Lessons Learned  
for the quarterly period ending 31 July 1968, from Headquarters 1st  
Aviation Brigade.

2. Comments follow:

a. Reference item concerning flight status orders, page 14, paragraph  
2a: Concur. The lack of responsiveness to commanders at using echelons  
and heavy administrative workload created by the present system are not  
justified by the limited control which it affords. This headquarters will  
initiate a recommended change to AR 600-106.

b. Reference item concerning destruction of downed aircraft, page 14,  
paragraph 2b: Concur in part. 1st Aviation Brigade policy adheres closely  
to USARV Regulation 750-16 except in the delegation of destruction authority  
to the company commander. 1st Aviation Brigade's evaluation of this  
problem, paragraph 3b(2), points out a need for firmer control of destruction  
authority. Recommend all units follow exactly the provisions of paragraph  
3g, USARV Regulation 750-16 to preclude liberalization of delegation  
policies. No further action by higher headquarters is recommended.

c. Reference item concerning AH-1G armament classes, page 15, paragraph  
2c: Nonconcur. The extensive technical training required for 45J MOS  
qualification prohibits utilization of an OJT program with a familiarization  
course. The present course at Aberdeen, Maryland, is 26 weeks in duration  
and deals with 11 complete weapons systems. The stated problem will be  
reduced to some degree with the scheduled arrival of the first increment of  
45J qualified personnel with XM-28 training on about 1 November 1968. The  
current AH-1G armament course will continue until 31 December 1968, at  
which time the training will be continued under the 34th General Support  
Group's Army Aircraft Refresher Training School (AARTS). No further  
action by higher headquarters is recommended.

24

AVHGC-DST (15 Aug 68) 1st Ind (U)

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for  
Period Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

d. Reference item concerning unit movements, page 16, paragraph 2e(1)(a), (b), and (c): General comments:

(1) Combat essential and small unit moves can be accomplished on short notice. Moves requiring large quantities of airlift must be planned in sufficient time to permit scheduling of airlift to meet requirements. All planning for unit moves by USARV is coordinated with MACV-TMA for transportation requirements.

(2) Transportation priorities are assigned to unit moves by the requester in accordance with established criteria.

(3) Additional vehicle transportation is available from the support commands on request and in accordance with movement priorities.

e. Reference item concerning minimum essential requirements (MER), page 17, paragraph 2e(3): Concur. Both USARV Regulation 220-10 and 415-1 which deal with MER provide for stabilized parking areas for equipment and aircraft and area drainage. It is intended that units request a stabilized area adjacent to their parking area to be used with their TOC tentage as a maintenance facility. The specific problem at Vinh Long was that there was not sufficient land available.

f. Reference item concerning issue of ENSURE processed items, page 17, paragraph 2e(4): Concur. ENSURE items are normally shipped direct to the using unit. However, as this ENSURE involved 34 separate items, in varying quantities, destined for 118 different aviation units, it was determined that direct shipment to the 1st Aviation Brigade with distribution being accomplished after the shipment arrived in RVN was the only viable solution.

g. Reference items concerning shortage of avionics repair supervisors (MOS 35P, page 17, Section 2, paragraph 2h(1), and lack of supply personnel in RL teams (MOS 76U), page 17, Section 2, paragraph 2h(2). MOS 35P and 76U are USARV shortage MOS. As replacements in these and other substitutable MOS arrive, a proportionate share will be assigned to the 1st Aviation Brigade.

h. Reference item concerning transfer of avionics equipment and personnel, page 18, paragraph 2h: Concur. Action has been taken to



25

AVHGC-DST (15 Aug 68) 1st Ind (U)

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for  
Period Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

transfer personnel allocations and avionics test equipment from 1st  
Logistical Command. No further action by higher headquarters is  
recommended.

FOR THE COMMANDER:

  
W. C. ARNTZ  
1LT, AGC  
Assistant Adjutant General

Cy furn:  
HQ 1st Avn Bde

26

GPOP-DT (15 Aug 68) 2d Ind (U)  
SUBJECT: Operational Report of HQ, 1st Avn Bde for  
Period Ending 31 July 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 21 OCT 1968

TO: Assistant Chief of Staff for Force Development,  
Department of the Army, Washington, D.C. 20310

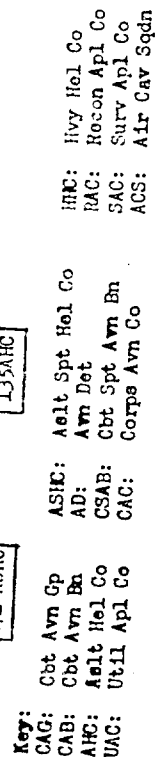
This headquarters has evaluated subject report and  
forwarding indorsement and concurs in the report as  
indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT  
CPT, AGC  
Asst AG

24



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29

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<p>25</p>		

31

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ITEM 1

\* SUBJECT TITLE \_\_\_\_\_  
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 \*\*\*PAGE # \_\_\_\_\_

ITEM 2

SUBJECT TITLE \_\_\_\_\_  
 FOR OT RD # \_\_\_\_\_  
 PAGE # \_\_\_\_\_

ITEM 3

SUBJECT TITLE \_\_\_\_\_  
 FOR OT RD # \_\_\_\_\_  
 PAGE # \_\_\_\_\_

ITEM 4

SUBJECT TITLE \_\_\_\_\_  
 FOR OT RD # \_\_\_\_\_  
 PAGE # \_\_\_\_\_

ITEM 5

SUBJECT TITLE \_\_\_\_\_  
 FOR OT RD # \_\_\_\_\_  
 PAGE # \_\_\_\_\_

\* Subject Title: A short (one sentence or phrase) description of the item of interest.

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32

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